"De wise to day"—there's wisdom in the warning— Success will circly wait on those who heed it. White Serrow waits for those who, reson scorning. Turn from Tun Curre and neglect to read it.

ALL SEEK HIM.

THE DAILY GROUP WHO WANT

Seenes and Incidents at the White House This Morning-Congressmen Becoming Less Numerous Mr. Russell Harrison's Intentions - Major Armes Has Something to Say.

It was a good day for the public at the White House, and every avenue leading to the library was choked with anxious men and women awaiting the glad summons from Doorkeeper Loffler that the President would see this or that applicant. Any one who was supposed to even be acquainted with the President was importuned to use his good offices in obtaining an interview, and this was particularly true of the representatives of the press. While the representative of THE CRITIC was poring over sentative of The Cairie was poring over the startling roster of callers on the alip of paper outside the Cabinet room, an elderly female, with all sail set, bore down upon bim. Her face was red with the exertion of climbing the stairway, at the top of which her hopes were centered, and she mopped vigorously with a handkerchief at a face which bore a striking resemblance to a lobater.

"Are you on speaking terms with the President?" she inquired. "I am looking for some one who is close to him to present a petition and I need all the influence pos-

a pettion and I need all the influence possible."

The applicant was referred to Charlie
Loeffier as the man who had the closest acquaintance with the President since he was
privileged to cuter the library at all times.
Congressmen are gradually coming to the
conclusion that a good deal of valuable
time may be wasted at the White House
that could be more profitably employed
classwhere and consequently there is a
scarcity of this class of callers at the White
House at present. Occasionally a stray Senstor drops in with a party of constituents
and is ushered into the Executive's private
office and it is noted that if it is merely a
visit of courtesy the delegation is received
more affably than if an office is the basis of
their presentation.

Among these who accured interviews

more affably than if an office is the basis of their presentation.

Among those who accured interviews with the President to-day were: Senators Spooner, Allison, Plumb, Blair; Representatives Quackenbush, Lehlbach, Groavenor, Thompson, Hopkins and Dolliver, J. M., Francis, New York; I. G. Ellwood, Illinois; M. W. Levy, president Wichita National Bank; R. A. Moseley, P., Chairman Republican State Executive Committee, Alabama; J. A. Williamson, Hon. W. B. Snell, L. S. Tucker, president Board of Trade, Cawker City, Kan.; R. T. Van Horn and Col. R. H. Hunt, Kansas City Journal; Ex-Audito-McMahon.

RUSSELL HARRISON GOING WEST. Russell Harrison will leave for Montana him to be present at a meeting of stock-

men with whom he is associated.

"Only business would draw me away from Washington at this time," said Mr Harrison, "but I will leave my family her to represent me until I return from th West. I will probably finish up my business affairs in Montana so as to be able to take in the centennial celebration at New York, and in addition to that it is important that I should be in New York about the ist of May. At that time Frank Leslie's Historiated Newspaper will be formally transferred to its new owners, and we will want to talk over the future policy of the paper. One thing is certain, however, and that is, we will make it an energetic, wide-awake paper, and there may be some improvements in the styles of the illustrations.

Rhinebeck-on-the Hudson, where Vice-President Morton has a residence, will be the headquarters of the Presidential party while in New York, and it is likely that they will remain a week, where office-hunters will be tabooed and kept at a safe

Major George A. Armes haunted the corridors of the White House, fortified with a huge bundle of papers, which he stated he desired to submit to the President to show what his army record had been. "A court has been organized to convict me," said Major Armes, "but I do not propose to give up my commission without a struggle." Hou. J. V. L. Findlay and a party of Marylanders called at the White House to Marylanders called at the White House to Sidewalk—the city will not do it for him." Marylanders called at the White House to extend an invitation to the President to attend a banquet in the Monumental City the 7th of May, but did not succeed in exance, as they had hoped.

THE SAMOAN QUESTION.

Commissioner Kasson Thinks Bismarch Won't Mind Mr. Bates' Articles. Mr. John A. Kasson of Iowa, ex-Con-gressman and former Minister to Germany, said yesterday's New York World, is at the Brevoort House. He is a member of the recently appointed Commission to Ger-many to discuss the Samoan question, and will sail for Liverpool Saturday on the Um-

bria. The other Commissioners, who will go at the same time, are Congressman William Walter Phelps and George H. The latter was ex-Secretary Bayard'

The latter was ex-Secretary Bayard' special commissioner to Samoa, who mad such a highly colored report of the situation there that Mr. Bayard suppressed it Bates thereupon printed an acticle in a monthly magazine attacking the German in a manner more vigorous than polite that Mr. Bayard suppressed it Bates thereupon printed an acticle in a monthly magazine attacking the German in a manner more vigorous than polite (Harold M. Sewall, ex-Consul-General to Samoa, accompanies the geomulasion as its clerk. Sewall was recalled from Samoa by ex-Secretary Bayard for siding with Bates.

A reporter for the World saw Mr. Kasson last night, just as he arrived from Woshington, where he met the other members of the commission. He did not think that Bates' magazine article would have any effect upon Bismarck's reception of the commission or of Bates individually, and was of the opinion that the matter had been much exaggerated.

"Bismarck is a man of too much some," said Mr. Kasson, "to let a man's views as expressed in such a manner influence him in a case like this. We are going over there to discuss the question of an arrangement for securing the rights of foreignees in Samoa without interfering with native independence, and to secure good order in the island upon principles of equal rights to the powers interested. We want to go into the conference will be actuated by a desire to do justice to the honor of the countries any views in advance, save that I am sure the conference will be actuated by a desire to do justice to the honor of the countries interested, and to maintain the rights of all concerned."

Mr. Kasson said the conference would meet carly in May in Berlin. Two of the German members are Count Herbert finamers, and Count Berchen. Sir Edward Maitle, the British Ambassador to Berlin, will head the British Commission.

The Murder of a Tramp.

FINDLAY, OHIO, April 10.—The Report this county, stating that Thomas Bergal, farmer, was awakened on Monday morning by pitcous cries for help and sounds of a by pitcous cries for help and sounds of a struggle coming from the front porch. He found his dog, a hone mastiff, tearing at the threat of a tramp, who had evidently sought the porch as a piece to sleep. The farmer, it is said, tools a hand in the work and assisted the dog in killing the tramp, who was buried in a rough grave in a so-chaded field. The farmer's children, who witcessed the murder, were mashe to keep the severt, and through thou the facts were made public. No arrests have yet been reported.

THE DONEGAL EVICTIONS.

Preparations for Resistance Which May Result in Bloodshed, New York, April 10.—The Sun's London correspondent says: Exictions upon a wholesale scale are threatened on the Olphert estates in Donegal, where the tenants made such a gallant fight a few months ago, Scores of the brave fellows are now in jail for the crime of defending their homes upon that occasion, but their fate has not intimidated others, and already preparabloodshed upon a scale which was averted last time only by the strenuous exertions of the Rev. Father McFadden and the Rev. Father Stephens.

day, and the situation is clearly conveyed by the following telegram, which I have just received from Father Stephens at Fal-carragh:
"The war of extermination is about be-ing resumed. Seventy families, compris-ing 350 individuals, are to be thrown on the readside.

ondside, "What intensifies the sad situation im-"What intensifies the sad situation immensely is that these poor people have been brought face to face with famine, owing to the ulter failure of the potato crop. The families to be evicted have been living on Indian meal since last Christmas. The priests of the district have been providing seed from money supplied by private charity. Father McFadden, the parish priest of many of the people to be evicted, is a prisoner in the Derry Jail, and I must leave the district on Thursday to attend my trial under the coercion law at Letterkenny on Friday. We feel, therefore, that the time is specially chosen by the authorities when they believe the people would be left defenseless."

A WARM CONTEST.

A Fight Being Made for the Superin tendency of Foreign Mails.

There is quite a warm contest for the position of Superintendent of Foreign Mails in the Postoffice Department. The position pays \$3,500 a year and is especially important this year, as the new superintendent will have to attend an international convention in Europe about postal matters, where only the French language will be used in debates and proceedings. Among those who aspire to the place are mentioned Mr. J. S. Crawford, formerly superintendent; Mr. Newton M. Brook, at present

dent; Mr. Newton M. Brook, at present chief clerk of the office; Cornelius McBride of Missouri, Mr. W. L. Sword of Iowa and W. A. Knapp of Ohlo, at one time chief clerk of the Postoffice Department.

Among the applicants for the position of chief inspector. Postoffice Department, are: George W. Wells, late chief of the finance division, Third Assistant's office, Postoffice Department; Mr. Urquhart, a clerk in the Treasury Department, and Mr. James Maynard of Tennessee, acting chief postoffice inspector.

Mr. E. C. Fowler, appointment clerk in the office of the First Assistant Postmaster-General, is mentioned as the probable chief clerk of the Postoffice Department to succeed Mr. Ray, who has tendered his resignation.

DISTRICT GOVERNMENT NOTES. A sewer, from Kenesaw avenue to the west as far as B street, to cost \$120, has been put in the schedule of street improve-ments.

ments.

Additional manholes and gratings will be put down in the sewer line at Eckington, at a cost of \$700.

The alleys in square 76 have been put in

the schedule for 1800. They will be graded and paved at a cost of \$2,970. The United States Electric Light Company, having deposited with the Collector laying underground wires was issued to-day. The cchedule of the streets on which wires are to be laid has been published in THE CRITIC. of Taxes a deposit of \$5,000, the permit for

—this was the indorsement of Captain symons in the recommendation of Mr. E. K. Williams, who lives at \$19 H street and asks that his sidewalk be repaired.

REAL ESTATE.

Transfers Recorded. Theodore E. Davis to Louise Lowell, lot , square 834, \$100. James M. Johnston, trustee, to John G

Slater, part lot 3, square 515, \$3,725. Julia A. Jardella to John G. Slater, sub John A. Jardella to John G. Slater, Sto-let 6, square 966, \$1,019.90. George A. Henderson to Horace Jarboe, let 3, square 870, \$1,100. Josephine M. Beatty to Wm. D. Camp-bell, lets 196, 197 and 198, Unioutowa,

\$1,000. Henry N. Porter to Alfee A. Herens, sub-lot 15, square 134, \$10. Anna Behrend to Abraham, sublots 56 and 57, square 518, 80,000.

Building Permits Issued. Permits were issued to-day by the Build-ing Inspector as follows: Louise Gockeler, 310 K street northwest,

consectoracier, slo & street northwest, one brick dwelling, at a cost of \$3,700; Edmons & King, 301 Maryland avenue and 306 H street northeast, seven brick dwellings, at a cost of \$20,000, and W. N. Croggan, 804 G street southwest, two brick dwellings, at a cost of \$1,800.

THE COURT RECORD.

COURT IN GENERAL TERM-Justice Hagner and Janies .- Benter vs. Spalding:

case dismissed.

EGITYT COURY—Justice Cox. — Lynch vs. Lynch; testfinony ordered taken by C. Ingle, examiner. Goldsborough vs. Qualtrough; supearance of absent defendant ordered. McKenney vs. McKenney; reference to anditor ordered. Hills vs. McNamara; advertisement of sale ordered. Cincurt Court, Div. 1—Chief Justice Bingham.—Barlow vs. Burns; judgment by default. Smith vs. Augenstein; judgment by default. Smith vs. Augenstein; judgment by default. Somet vs. same; trial resumed.

Cincurt Court. Div. 2—Justice Montgomery.—Venable & Heyman vs. Mctiuiro.

Chiminal. Court— Justice Bradley.—

Chiminal Court — Justice Bradley.— Frank Harris, assault to kill; forfeiture set aside and defendant committed. Henry D. Darby, robbing the mails; recognizance, \$2, con taken. Thomas Slegie, assault to kill; placed on trial. Major Lewis, larceny from the person: placed on trial.

Murriage Licenses.

Siegmund Silverberg, Altone, Germany and Carrie Opponheimer; Ephraim Jasper and Saruh Balloy; Edward Green and Katte B, Wagner; Charles O, Brill and Clara M. fellhausen; Robert Pitts and Caroline Washington: A. L. Davall, Fairfax County Va. Laura V. Rhine, city; Samuel Maise and Catherine Simms; William L. Bur-roughs, Rockville, Md., and Eleanor II. Tallafereo, Fredericksburg, Va.; A. Meller Rice, Chelsen, Mass., and Mary S. Taylor,

Wise Will Probably Sign.

Prosident Walter F. Hewett of the Washington Baseball Club returned from Boston to-day and was heartily congratulated on his success in scenting John Mor-rell, who accepted Mr. Hewett's offer. He The "Freeman's Journal" Fines.

DUBLIS. April 10.—Magistrate Stokes

Ribelsarit against the Freeman's Journal was decided to-day, and the Journal fined 2500.

MAY BE STEAM.

THE BRIGHTWOOD RAILWAY MO.

What the President of the Campany Has to Say Upon the Subject-A Dummy Engine in Contemplation— Heavy Rails Provided for the

"That's it, No. 108. Send it on as soon as you can," said Captain A. A. Thomas in his office up skyward in the Atlantic Building this morning.

He was talking to a pleasant-faced man with a brown mustache, who jotted down the number in a note-book as Captain Thomas spoke. Captain Thomas, who is the president of the Brightwood Railway Company, stood by a table in his office as he spoke and tapped with a lead pencil a short section of heavy steel rall that was one of a dozen or so samples of various kinds of street-car rails ranged along the desk. They had been left there by the agent of the manufacturers for the Brightood directors to select the rails for their road from, and the one Captain Thomas ndicated was about the heaviest of the lot

road from, and the one Captain Thomas indicated was about the heaviest of the lot. The man with the note-book was the agent of the manufacturers of the rail, and Captain Thomas had just given him an order for all but a few feet of two miles of rails for the Brightwood Railway.

"We expect to break ground," Captain Thomas said, "between the 1st and the 10th of next month. Early in June we expect to have cars running over the new road clear out to Brightwood.

"The motor? Well, I cannot tell you yet what the motor for the new road will be. But it won't be cable power, because that is too expensive; it won't be overhead electricity, because I believe that to be about the poorest method of street-car propulsion there is at present.

"The road is being built for a motor of some sort, though, the roadbed being very solid and the rails very heavy. Why, when that road is built with those rails I just ordered, it will be strong enough to have a forty-five ton freight engine run over it. My idea is to make the road a rapid transit line. I think after we get things running rightly we should be able to make the distance from the Boundary to Brightwood in fifteen or eighteen minutes.

"But, of course, to do this we must have a modern motor, something better than horses. Perhaps we would not be able to find a motor that suits our purpose at first and then we will use horses or mules. At any rate I am going to try to get permissiyn to try a dummy steam engine over the road, and will probably have no difficulty in getting permission to run one simply on trial, and it is quite likely that when they see how good a motor a dummy engine is they will let us use them altogether.

"These engines are noiseless, smokeless and most of them hurn coke, though one that my attention has been called to burns oil. The fuel is crude perfoleum, which is thrown into the furnace in a jet, encountering a cross jet of steam, which makes of it a sert of gas that burns with a very hot blaze.

"The agents claim that these dummy engines can be stopped

a sort of gas that burns with a very hot blaze.

"The agents claim that these dummy engines can be stopped even more quickly than a horse car can. They are fitted with air-brakes, and really seem to offer an excellent motor for street cars."

Pending the selection of a motor and the building of a complement of cars for the new railway, the present street-car service that extends to the Rock Creek Church Road will be continued over the new track to Brightwood. The Brightwood Company has practically acquired the present track from the Boundary to Rock Creek Church Road and the present track on that portion of the road will be relaid and form a part of the Brightwood Railway Company's system.

Until the new company selects a motor and gets its own rolling stock ready, the present ear service of the Metropolitan Company on the Seventh-street road, beyond the Boundary, will be continued over the new line to Brightwood.

The new track is to be a model street-car track. The rails are of the sort known as

The new line to Brightwood.

The new track is to be a model street-ear track. The rails are of the sort known as side-bearing. The top of the rail is the shape of those used on the F-street line, and in fact on rearly all the and in fact on nearly all the street line, and in fact on nearly all the street-car lines in the city. The difference is that the rails on the Brightwood Road are to be girder rails—that is, instead of the rail being in the form of a strip of iron that is laid on top of a stringer running parallel to the rail, it will be laid on a series of cross-ties five feet apart, and the rail is in the form of a beam or girder set upon its edge. This style of rail is the modern form of street-car rails and is much more solid and smoother than the old-fashloned rails.

solid and smoother than the old-fashioned rails.

The track is to be a single one at first, the rails being laid on one side of the center of the road in the position it would occupy if there were double tracks. The farmers along the Seventh-street road made a great protest against laying the track in the center of the road. The permit granted specifies that the tracks must be so laid that they will offer as little inconvenience as possible to the passage of vehicles, and the company is to keep the street for two feet each side of its tracks in good repair. If the dumny engines or storage battery motors are used the pavement between the rails will be much more easily kept in order than if her es are used.

A special permit will have to be obtained A special permit will have to be obtained to permit the use of a dummy engine even on trial, but Captain Thomas thinks that after he shows the Commissioners and Congress what superior motors dummies are they will be allowed to use them. He says that though dummies and storage battery motors may be more expensive than horses something of the sort will be used for the sake of speed.

New York, April 10.—There promises to be a law suit over the will of the late Cougressman Mahoney, who died in Washington recently. He left a will giving all his property to his young wife, but his sisters will contest it upon the ground that he was not conscious when he signed it. They will offer a will which he made a year ago. previous to his marriage.

The Pittsburg Walk. Pittsbung, April 10-11 a. m. Score of walking-match: Hegelman, 235 miles: Noremac, 234; Conners, 231; Day, 224; Mes-Adams, 212; Golden, 209; Nolan, 203; Sie bert, 194; Williams, 192; Yockum, 182 Taylor, 174; Tilley, 172; Mackie, 170; Tur ner, 162; Dillon, 146; Brown, 133. Off Largen, Cox, Engledrum, Hoagland.

A Bit of Base Ingratitude.

ANOKA, MINN., April 10,-Mrs. Nell alled at the bank yesterday to get her will which she had placed there for safekeeping, which she had placed there for safekceping, and found that Pratt had taken it with him in his flight. It is said that Pratt was ber principal heir, and would receive \$500, 600. After learning that Pratt had stolen her will, Mrs. Nell wired her attorney at 8t. Paul and executed a new one.

The British Ship Sultan.

London, April 10.—The admiralty offi-cials are about to make inquiries into the efforts of the Duke of Edinburgh, admiral of the Mediterranean squadron, to float the man-of-war Sullan, which recently went whole operation the Mediterranean sea. Death of Dr. Pynchon.

SPRINGPIELD, MASS., April 10.-Dr. Jo seph Charles Pynchon died last night of heart disease, aged 74 years. He was a di-rect descendant of the founder of Spring-field, and nearly a life-long resident of that city. He was a graduate of Williams' Col-lege.

SETTLING INDIAN TERRITORY.

A Mereting of the Commission to Be-

gin on Monday.

The commission to treat with tribes living in the Indian Territory regarding frontier concession of lands will meet in this city the 15th instant. The members of the com mission are Hon. George D. Robinson, Massachusetts; Albert L. Walker, Arkansass; J. Otis Humphrey, Illinois. "It will be the beginning of the end of the Indian Territory," said Hon. W. M. Springer of Illinois, "when the Oklahoma boomers move in after the 22d instant, and the Indian question will be pretty well settled Assimilation with the whites is the only hope for salvation of the Redmen, and this policy should be generally earried out. Owing to the efforts of the military all the squatters in Oklahoms have been dispossessed, and they must stay off the land until the expiration of the limit fixed by Congress, otherwise their titles will not be worth the paper they are written on. The commission, which will meet here shortly, will have an important duty to perform, and practically it will determine the severance of the tribal relations and the settlement of existing difficulties in the Indian Territory." Assimilation with the whites is the only

LORD LONSDALE'S TRIP.

Privations Suffered By the Party of Exploration. PORT ANGELES, N. W. T., April 10.—The fishing schooner Cumberland, Captain Elliott, which arrived here yesterday after a stormy passage of thirty-four days from Kodlak Island, Alaska, bringa news of Lord Lonsdale, who started upward of a year ago on a trip overland to the North Pole. Lord Lousdate and a number of Es-

year ago on a trip overland to the North Pole. Lord Lonsdale and a number of Esquimaux and Indian guides reached Kodiak about the middle of February in a famished and exhausted condition.

They came from an isolated mission near the mouth of the Kuskewin River, which empties into Bristol Bay, and suffered many hardships and privations during the Journey of months' duration across the Alaskan peninsula. Lord Lonsdale was severely injured a few days after leaving the mission. While in the lead of his party he slipped and fell into a crevasse. His left shoulder was so bruised that the arm was rendered useless, and his hip was all but dislocated, incapacitating him from traveling on foot. He was placed on a sled, and in that condition transported to Kodiak. The great stretch of territory between the mission and the island was covered to the depth of several feet with light snow. The terrible blizzard that prevailed caught up the light particles of snow in clouds, obliterating all tracks and landmarks familiar to the guides and making drifts, through which it was next to impossible to force a passage. On February 3 the party reached a lake almost in the centre of the peninsula. Lord Lonsdale was somewhat improved by the rest here and they proceeded to Kodiak. Just before reaching Cooks Inlet two of the Aleut guides died and were buried in the snow.

two of the Aleut guides died and were buried in the snow.

The party was in the last stages of fa-tigue when they reached Kodiak, and had not food and shelter been found there Lord Lonschale too would have died. He stated that he might remain at Kodiak a week or a moath, and perhaps longer, as suffed his fancy. He stated positively, however, that he had had enough of arctic exploration, and would return to England soon.

The Investigation Drags Its Slow Length Along.

The Washington Asylum investigation continues to drag its slow length along at the District building. Nearly every one who comes has something to say about it, though but little testimony of importance has as yet been gathered. Mr. Stoutenburgh came down as early as usual this morning, came down as early as usual this morning, and had his accustomed talk with the Commissioners. Fo a reporter he said that he had nothing to say in regard to the matter. While in conversation with the Commissioners Dr. Chew was announced, and the Intendant withdrew while his testimony was being taken. Dr. Chew was, up to a few months ago, the physician in charge of the workhouse and asylum, and came to see Mr. Wheatley at his request.

LATE DEPARTMENT NEWS.

The New Armored Cruiser. It is said there is considerable doubt as to the regularity of the bid of Messrs. Cramp & Sons for the construction of the armored coast defense vessel. It was submitted under class one, which specified mitted under class one, which specified that the vessel was to be built after the specifications of the Government, but it proposed various modifications in the machinery, and the firm declined to guarantee all that is required by the Government. As a consequence, the bid may be thrown out, leaving only the bids of the Union Iron Works and the Quintard Iron Works, with the Union Iron Works the lower of the two.

the two.
Interior Department Changes. The following official changes have been ade in the Department of the Interior; made in the Department of the Interior;
Office of the Secretary—Appointment;
Calvin S, Montague of Michigan, member
of Roard of Pension Appeals at \$2,000, by
transfer from Pension Office and promotion
from clerk at \$1,400. Promotion: John
smallwood of District of Columbia, assistant messenger, \$720, to messenger, \$840.
Pension Office—Promotion: John H.
Benton of Indiana, elerk at \$1,200 to principal examiner at \$2,000.
Office of Indian Affairs—Appointment:
Tobe Hert of Bedford, Ind., special agent
to investigate Indian depredation claims,
at \$8 per day.

A New Chief Clerk.
Wm. T. Ford of the District of Colum-

Wm. T. Ford of the District of Colum-bia, appointed Chief of Division in the Pendon Office, vice C. R. Faulkner, resigned. Mr. Ford was originally appointed in the Interior Department August 1, 1848, was for several years chief of the division to which he has been reinstated, and has been a clerk in the Patent Office for the last

Postoffice Department Changes. Howard O. Edmonds has been appointed stenographer to the Second Assistant Postmaster-General, vice James T. Byrne. Moses A. Fisher, Postoffice Inspector on Mail Depredations, stationed at St. Louis, has been removed.

The Yorktown's Officers. All of the officers of the Yorktown ex-cept Commander Chadwick will report for duly at Philadelphia to-day, and she will probably be put in commission this after-noon. The officers will not go aboard of her to live for ten or twelve days, as her furniture has not yet been put in.

The Pensacola Floatest.
The Commandant of the Norfolk Navy-Yard reports to the Secretary of the Navy by telegram that the Pensacola, which sank in the dry-dock last Saturday, has been floated and has not been strained. The ac-cident will not cause over a week's delay on

New York, April 19.—The jury in the case of Frank P. Dudgeou, who was case of Frank F. Dudgeon, who was charged with aiding the death of Kitty Cody by means of a criminal operation, after being out all night reported to Judge Moore, who tried the case, that they could not agree. They were discharged and the \$10,000 ball already furnished by the accused was continued. The jury stood 8 to 4 for conviction. Fatal Stroke of Paralysis.

Thomas S. Milburn, aged 60 years, was stricken with paralysis while driving down Seventh street this morning. Dr. Hammett attended him. He died in a few minutes, and was taken to his home, 3186 Eighth stread worthward.

Day of Rest for the Soldier Ad.

The subject of abolishing Sunday dress parades and morning inspections in the army is likely to become a matter for Cabinet discussion. At any rate, it has been referred by the Secretary of War to the White House for Executive approval, and as there are many military people who are opposed to any change the President may wish a full discussion of the matter

are opposed to any change the President may wish a full discussion of the matter before taking action. Secretary Proctor's object in referring it to the President, however, was not for that purpose.

He is a hearty advocate for the reform, and inorder that it may be made lasting, or at least put beyond the control of a Secretary of War or commanding general, desired to have the change inaugurated by President Harrison has received a letter from the Rev. Dr. George Morrison of Raltimore, calling his attention to the canyass of a Sabbath inspection in the United States Army made by him, as representing the Bultimore Clergy, in March and April of 1887, to President Cleveland, and of file in the War Department.

This contains the answers to General L. L. C. Breckinridge, Inspector-General L. L. C. Breckinridge, Inspector-General L. L. C. Breckinridge, Inspector-General of the United States Army, etc., as favoring the plea of Rev. Dr. Morrison in favor of the abbrogation of the Sabbath inspection, in order that the American soldier, in time of peace, may have one day's rest, allowed even to the beast of burden.

This subject was discussed quite generally in the press of the country two years ago, but no change in existing practice was brought about. With strong pressure from religious bodies in many sections, and the indorsement of a large majority of War Department officials, friends of the proposed change feel very lavorable of action by President Harrison.

SOUTHERN REPUBLICANS.

The Whites Endeavoring to Organize

BIRMINGHAM, ALA., April 10 .- A conven tion to organize a white Republican party in the South met here at noon to-day. About three hundred delegates are in attendance, representing Alabama, Mississippi, Texas, Arkansas and Tennessee. It s understood that an effort will be made by a few colored Republicans and their by a few colored Republicans and their sympathizers to defeat the object of the convention, but they are in a minority and can accomplish nothing. The object of the convention is to organize in the South a Republican party which shall be controlled by the best white men in the party and to exclude the negro from all party councils. The originators of the scheme are very hopeful of success.

THE SAMOAN MATTER.

How It Will Be Amicably Settled For a While, It was announced at the State Department to-day that an amicable arrangement had been made between this Government and Germany in which the English Government will concur, that but one war vessel of each of the three treaty making powers shall be kept at Samoa pending the Berlin conference. The American vessel sta-tioned there will be the Alert, now under orders at Honolnlu to proceed to Samoa, and the Germans will send the corvette

and the Germans will send the corvette Sophie.

The Navy Department will at once countermand the orders recently given to the Richmond and Adams to go to Samoa. The officers at the Navy Department are very well satisfied over this agreement, as it will relieve the Department of much expense and care, and solves the Samoan problem for the present.

and care, and solves the Samoan problem for the present.

The officers and men of the vessels recently ordered to Samoa will also be glad to hear of the agreement, as to them it means relief from a long and perilous service in the fatal South Pacific seas.

At 1230 to-day the Secretary of the Navabled a countermand of the orders recent sent to the Richmond to proceed to Samo. Secretary Tracy also authorized the statement that the Adams will not be sent t Samoa.

WILL BE SPENT AT ONCE, Important Decision Regarding Mone

The Commissioners have approved ti recommendation of Captain Symons the the balance of the appropriation for cu rent repairs of streets and roads for th fiscal year ending June 30, 1889, be expended at once on the several sections.

The South Penn's Troubles.

NEW YORK, April 10.—Referring to At drew Carnegie's assertion that the Pent sylvania Railroad Company was really th party frem whom the money had com with which the stock of the South Penn with which the stock of the South Penn sylvania Company had been purchased by the Vanderbilt's, Mr. Francis Lynd Stetson says that all of the funds thus fapaid for the purchase of South Pennsylvania certificates has passed through his hands, and that not one cent of the fund was furnished directly or indirectly by the Pennsylvania Railroad Company. Mr Stetsou also says that he knows of no arrangement by which the Pennsylvania Company is to reimburse those who have provided the fund. Chauncey M. Depersays it is absolutely untract that the Penn sylvania Railroad is paying the 60 per cent to the South Penn stockholders.

New York, April 10.—Russell Harrison has positively refused to write the persona etter of apology demanded by ex-Governo John Schuyler Crosby in connection with an article published in the Live Steer an article published in the Live Stoci-Journal, to which ex-Governor Croshy took exception. Mr. Harrison offered to have a retraction of the article printed and believes that this is all that can reasonably be asked of him, as he did not write the article to which exception is taken, and was only part owner of the Live Stock Journal It is believed that ex-Governor Croshy will bring suit against Mr. Harrison.

Relief for the Evicted.

FORT BODGE, IOWA, April 10 .- Dripping April skies came to the relief of the soon to be evicted river land settlers yesterday, and proved quite as effective as Winchesters. The United States Marshal and posses, who were awaiting good weather to move on the disturbed district, have been delayed by the raths, and the settlers have another day's resulte. Of 100 writs of ejectment in the Marchal's hands only six have been enforced. The remaining number will be pushed with vigor when commenced.

Democratic Success in Montaun. New York, April 10,-A special from Butte, Mont., to the World says: In the ocal elections yesterday the Democrats carried Butte, Helena, Bozeman and Great Falls, and it is conceded that this result means the addition of two United States Senators and a Member of Congress to the Democratic forces at Washington. Butte went Republican last fall by 1,500; now the Democratic majority is 380.

Donohos introduced a substitute calling for another vote of the people on the sub-ject, the vote to be taken on the third Harry King's Assailant Acquited. OMAHA, NEB., April 10 .- The jury in the Miss Bechler murder trial retired at 10:25 o'clock this morning and at 11 o'clock re-turned a verdict of not guilty.

Dover, Den., April 10.—The State Sen-ate yesterday indefinitely postponed the

bill calling for a Constitutional Convention

which passed the House last week. Senator

WASITA MURDER?

THEORIES IN REGARD TO THE DEATH OF GEORGE JUENEMAN.

The Police Believe That He Was Struck by a Train While Drunk...The Dying Man's Words Contradict This So Domestic Troubles Brought to Pub. lie Notice-A Perplexing Case.

The police authorities manifest a decided disposition to suppress any idea that George Jueneman was murdered.

"He was drunk, was struck by the train and rolled over on the side of the track," was Lieutenant Kelly's tersely expressed

The almost, if not entirely, unanimous opinion of the police authorities is that he was caught by a train. Notwithstanding this belief, the cuts, which were inflicted

this belief, the cuts, which were inflicted evidently by some sharp instrument, are still plainly visible.

Jueneman heard some one say: "Leave the fellow there, and they will believe that the train killed him."

And the police believe it.
These assassins are smart men.
In a casket of dark wood in the house of Mrs. Jueneman, the mother of the murdered man, lay the remains. The pretty, tear stained face of a young girl, one of the dead man's relatives, bent over the casket as she told how George had come house that night battered and bruised beyond recognition. It is family strenuously deny the rumor which has been circulated around Capitol Hill that they suspect a son-th-law of Mrs. Jeuneman named Hollohan.

"We do not suspect him." they said

son-in-law of Mrs. Jeuneman named Holloham.

"We do not suspect him," they said.

"Although there had been some misunderstanding between us we are sure that he
was not capable of such a thing."

It is said that the son-in-law cherished
some bitter feeling toward Jueneman's
people, claiming that they had been instrumental in causing his separation from his
wife. This theory is the exclusive property
of the gossips so far. The police have, to
their own entire satisfaction, fixed the
tragedy on the B. & O. Railroad Company.
Where is the engineer who ran over him;
is a question which does not appear to have
occurred to them.

No investigations in this direction have occurred to them.

No investigations in this direction have as yet been set on foot, although even this expect of the case is one of extreme importance.

Another theory of the homeicle is that it was done by some member of a growd of

Another theory of the homicide is that it was done by some member of a crowd of men who had made a loading place of the lumber yard which Jeuneman's mother had built near Sixth and C streets northeast. His family say that he had incurred the displeasure of some of these men by ordering them away, because they became noisy and disorderly. Threats to "get even" had been made.

A police officer, however, is authority for the statement that Jueneman was on good terms with this crowd and in no way likely to be attacked by them.

Jueneman leaves a wife and four children, the eldest being 13 years old.

"It is so sudden, Annie, and the children are so young," were among the last words of the deceased to his wife.

The netion of the Coroner in the matter is awaited with interest. At the stationhouse this morning Dr. Patterson expressed the belief that it was a railway accident, although when he went to visit the house this morning he happened to strike the wrong side of the street, and returned without having seen the remains.

If the B. & O. Railroad establishes an alibi and proves that no B. & O. engine in their yard uses vile language, or inflicts razor-like cuts, or leaves marks like those of a boot-heel, the police will still have much to interest them. It is a question whether the railroad company is not able to establish beyond a doubt whether or not a man was struck at the time and place in question.

Jueneman died this morning shortly after midulant.

The Experience Suffered By the Chatta

NEW YORK, April 10 .- The steamer Chat-

tahoochie, three days overdue from Savan iab, arrived this morning. She was badly battered, and some of her passengers aver that they never expected to see land again that they never expected to see land again.
While off Bodses Island Saturday morning, twenty-four hours out, the vessel encountered the heavy gale, the tidings of whose haves in Cheaspeake Bay and along the Southern coast have already been received.

The gale was accompanied by a violent hall storm and covered the deck of the Chattahoochie with lee to the depth of two feet. The gale raged all day, with increasing violence, but on Sunday morning the crisis came.

crisis came.
At 5:30, while all the passengers were it At 1330, while all the passengers were in their berths, a glant wave broke over the vessel, carrying away a big section of the bulwarks and smashing the side of the saloon. Several other monster waves fol-lowed, flooding the saloon and the long tier

of sleeping berths.

The passengers awoke panic-stricken to find themselves in several feet of water, with more pouring in. Women and men in all stages of dress rushed hither and thither shouting that they were lost and calling on God to save them. Some tore their hair and acted more like insane than same persons.

their hair and acted more like Insane than saue persons.

The Captain and mate endeavored to soothe the passeugers by assuring them that there was no danger, but with little or no avail. The passengers alternately prayed and cried all day Sunday and throughout the night.

The ship was meantime hove to. All the oil on board was used in an effort to caim the sea and treak the force of the waves. At 10 a. m. Monday the storm had abated and the engines were argin started.

and the engines were again started.

By that time the vessel had drifted 200 miles out of her course. Captain Daggett says it was the worst gale he ever encountered. One lady, whose name was refused, was carried down the gangway unconscious and taken away in a cab. Nearly all the passengers are in an exhausted condition, and many had been thrown down and bruised so budly as to be unable to walk.

NEW YORK, April 10 .- With twelve feet of the starboard side of the social hall smashed in, and with 191 passengers—some of them injured-on board, the Clyde Line steamship Iroquols, two days overdue from Charleston, passed Quarantine at 11:15

o'clock last night.

The Iroquois, the purser said, left Charleston on Friday at nine o'clock in the morning. The vessel had good weather until Saturday noon, when she was off Cape Hatteras. Then the wind began to blow from the South, veering to the eastward.

ward.

When forty-five miles southeast of Bodles Island a gale from the east-northeast swept down upon the vessel, and at 4 o'clock that afternoon the wind and seas were so that afternoon the wind and seas were so

down upon the vessel, and at 4 o'clock that afternoon the wind and seas were so furious that it was necessary that the steamer should be hove to. The wind had whipped around to the north-northeast, and was blowing at the rate of fifty-five miles an hour.

All night the gale continued and throughout Sunday. At noon of that day a tremendous sea came on boad on the starboard side, smashing in the joiner work of the social hall on that side and scattering the fragments in splinters. The water crushed down into the saloon below and flooded it.

Two of the state-rooms in the opening off the social hall, which is on the promenade or upper deck, were destroyed, and in the saloon below the water was knee deep. The passengers were greatly alarmed, but were soon reassured and the saloon was cleared of water.

The gale did not abate until Monday noou, when the vessel proceeded.

The purser said that so far as he knew no one was hurt during the gale. If any had been he would have heard of it. The passengers told a different story. Mr. Harry Whiting of Webster, Mass., who was leaves truck the vessel or "he was her were about eighty sengers."

he wave struck the vessel on a tibles were set for breed at 10 o'clock. The

AT THE HOTELS.

NOWLAND, New York; E. H. M. Itimore, and A. Bezzel, Virginia American House.

d House, varior and wife, Richmond J. P. and George D. Roeve, Philadelphia awer, Cot. J. W. Baker, Nashville Joseph Barroughs, Trenton, N. J. Metropolitan.

strue, Cleveland; Charles Lynch, C. Logan and J. F. Grant, New ick J. Daly, Boston; F. C. Klime, of Edward A. Brown, Kansus City, the 8t James

the St. James. soc. H. M. Michaells and George D. w York: A. B. Huyssoon and wife, i. J.; James Hemphill, Pittsburg, gride, Boston, and H. C. Gooding, Ind., are at the National.

ins. are at the National L. Crisurson and W. F. Martin a. B. F. Pingh and F. W. Hewett Obles, to. C. Thomas and Frank T. York, E. R. Donoshue, Cheinmath Chite, Boston, are at the Rigg

W. WHILLY of Belly of Nelson

will eaten on."

Fordersook, Rocoklyn: James P. Adams, Charles A. Heed and rien and children, New York, H. Altsburg: D. Bernacest, Newark, Townsond and George G. Martin ee at Willard's.

Townsond E. B. Taggart, and J. B. Danbar, New York, T. Albany, S. Storey, monibor of Sunderland, England, Thomas T. Coll H. S. Thayer, Buffalo and orphy and wife, Paterson, N. J. ringhou.

Suns, New Orleans; Charles D.

save, Buffalor, Mrs. Thomas D. ad Miss Robinson, New York, i. Callin, Brooklyn; Mr. and Mrs. d. C. Conres, K. P. Blagden, Boston; Mrs. Tracy, Brooklyn, and F. Dudley, p., Bre at the Arno.

Geler was accepted this morn-or in Circuit Court, Division 2.

oanh ta the to a choice, 50, pooner, 1. Total vote, 99. Necessary a panic for a little N ... the ladies rushed from erooms, and not a few donned life

a bustle and life preserver. She king at the top of her voice. The e had his hand out and one of the arms was bruised. currency 6s, 129 bid; 4s coupons, 1287 bid; 4½s do., 1072 bid. The stock market opened steady and ac-

The New York Stock Market.

87 May 11 85 11 63 862 June ... 11 924 11 75 831 July 12 00 11 85 347 341 May 6 90 6 85 351 354 June 6 90 6 95 354 357 July 7 90 6 95

950 950 954 954 954 95 July Washington Stock Exchange. Washington Stock Exchange.

Miscellaneous Bonds—W. & G. R. R.
Co., 107; Masonic Hall Ass'n, 1065; Wash.
Market Co., 110; Wash. Light Infantry, 1st,
101; Wash. Light Infantry, 2d, 60; Wash.
Gas Light Co., 122; Wash. Gas Serip, 123.

National-Bank Stocke—Bank of Wash.,
135; Bank of Republic, 180; Metropolitan,
230; Central, 210; Second, 1514; Farmers,
and Mechanics', 168; Citizens', 125; Colum14a, 182.

bia, 162.
Railroad Stocks—Washington & George-town, 330; Metropolitan, 166; Columbia, 34; Cap. & North O st., 36.
Insurance Stocks—Firemen's, —: Frank-lin, 40; Metropolitan, —; National Union, 10; Arlington,—: Corcorau, 60; Columbia 74; German-American, 175; Potomac, 871; Ricca, 73

Gas and Electric Light Stocks.—Wash-

Gas and Electric Light Stocks—Washington Gas, 44; U,
S. Electric Light 69;
Telephone Stocks—Chesapeake & Potomac, 818.
Miscellaneous Stocks—Washington Market Co.,—; Washington Brick Machine
Co., 218; National Press Brick Co.,—;
Great Falls Ice Co., 150; Bull Run Panorama Co.,—; Ecal Estate Title Insurance
Co., 110; National Safe Deposit Co., 240;
American Graphophone Co.,—; Columbia
Title Insurance Company, 51.

Local Weather Indications. Fair; stationary temperature; northerty

FATAL BAILWAY ACCIDENT IN

DIED UNWARNED.

Four Persons Killed By the Telescoping of a Directors' Car By a Wild-Cat Freight About 4 o'Clock This Morning, Near Lorenzo-What the Trainmen Say.

CHICAGO, April 10.—Four persons are re-ported killed and five badly injured by an accident that occurred on the Chicago, Santa Fe and California Road about 4 o'clock this morning. The regular day ex-press No. 2, which left Kansas City at 8:30 yesterday morning, was composed of one baggage car and two parlor cars and the directors' car of the road, carrying a family from Boston, the names of which are given at the local office of the company as Hardt of Brookline, Mass., but who, it is said by others, are the family of J. W. Beinhardt of Boston, general auditor of the road. The train reached Coal City, sixty-three miles from Chicago, promptly on time. Three miles cast, near a village called Lorenzo, it was run into from the rear by a special freight, which, according to all se

counts, was running wild.

No warning was given to the unfortunate occupants of the private car and the collision occurred so suddenly and with such force that it was completely wrecked and the locomotive telescoped it nearly to the center. The second car, however, escaped with a smashed platform and steps. The dead and injured were at once extricated from the mass of debris, and the injured brought to Chicago in the sleeper of the train, which arrived at 9:30 o'clock, two and a half hours late.

The usual reticence was manifested by railroad officials, the employes being warnest to give no information to the press or private individuals. A dispatch had been sent to the police department for ambulances, ounts, was running wild.

to give no information to the press or private individuals. A dispatch had been sent to the police department for ambulances, and a dozen were in waiting when the train arrived. Only four, however, were needed, and in these Mr. and Mrs. Hardt and J. L. Hardt of Brookline, Mass. (the names being given by the railroad officials); Henry W. Lamb of the same place, and P. L. Palmer of Chicago, brakeman, were conveyed, the three former to Mercy and the latter to St. Luke's Hospital.

All were placed upon stretchers and covered with blankets before being removed from the car, and Conductor Kretz, when asked regarding their injuries, replied that they "were only badly scalded."

A Joliet dispatch claims that seven were killed and fourteen injured, and that several of the directors were in the party. This is denied at the depot. The remains of the killed were left at Lorenzo.

The fireman of the wrecked passenger train was seen, and finally induced to talk. "My engine is No. 531, and you can bet we are not to be blamed for the accident. It was pitch dark when the crash came, and we stopped our engine as quick as we could. "We were running on time, but the freight was an extra. When she struck us, every coupling on our train was broken. Even the coupling on the tender to our freight was an extra. When she struck us, every coupling on our train was broken. Even the coupling on the tender to our engine was broken in two. The freight cut in ran through the last coach and then the beller burst. The cries of the dying and injured were simply awful. The boiling water had been thrown over them and their flesh terribly scalded. The brakeman and fireman of the freight must have jumped, because they were not fatally injured."

THE DEADLOCK BROKEN. Nathan F. Dixon Chosen Senator from Bhode Island.

PROVIDENCE, R. L. April 10.-In joint assembly at noon to-day the Legislature began balloting again for United States Senator and the first three ballots-6th. 7th and 8th-resulted in no decision.

e ninth ballot, however, resulted in lection of Nathan F. Dixon of Westy the following: on, 51; Wetmore, 41; Arnold, 4; Colt,

FINANCIAL AND COMMERCIAL. The Stock and Money Montat NEW YORK, April 10 - Money 36 4 percent. Exchange steady; posted rates, 4873@4801; actual rates, 4576-4871 for sixty days and 489@4891 for demand. Governments steady;

tive, and, during the morning, there was a steady buying of the leading stocks, both for London account and the commission houses. Prices steadily advanced throughout and at noon were I the 31 per cent, above those of fast night. There has since been a fractional reaction.

The following are the prices of the New York and Chicago markets as reported by special wire to C. T. Havenner & Co., 621 F street northwest:

, Boston, are at Welcker's. ovino, Boston; S. L. M. Barlow and	0.	9.00		O.	2:00	
he, New York: C. H. Reed, ir, and Augustine T. Smythe, Charles are at Wormley's, cons. Brooklyn: Joseph M. Bynun, E. Kessley, Philadeiphia; Joseph York, and Colonel W. V. Price e at the Harris House. Barennann, Boston: J. H. Coke W. H. Armon, New York: Win brooklyn, and J. B. Thomas, ir. Boston, are at the Normandie. L. Blass, of Saginaw, Mich., who d to succeed the Hon. Tim Tarsang man from Mehigan, arrived and registered at the National. Sergeon. Richmend: Webster vola., Neb. Thomas Bobb, Phila-	Can. Pacific Can. South. 53 Cen. Pacific	531		1052		
	D. L. & W., 136 Del. & Hud. Erie	136; 128; 186;	P.M.S.S Reading R. &W. Pt. do. pfd	37 441 201 701	37 44 26 80	
	M., K. & T	1022	W. Union.,	651 201 85	65 90 85	
	N. Y. Cen 107	107	Atch & Top	424		
M. Davidson, Amherst, Va., and and wife, Wultham, Mass., are at d. House.	The Chicago Market.					
versor and wife. Richmond: J. P.	Open (Howe.	On	Open Close		